

Recognized Authority on
Connellsville Coke Trade.

Weekly Connellsville Courier

Circulates Wherever Coke
is Manufactured or Used.

VOL. 36, NO. 4.

CONNELLVILLE, PA., THURSDAY MORNING, AUGUST 7, 1913.

EIGHT PAGES.

Prices and Prospects.

THE AUGUST COKE BUYING MOVEMENT ABOUT COMPLETED

Some Contracts Made for
Longer Periods Than
One Month.

\$2.50 PRICE WELL ESTABLISHED

Prices of Foundry Coke Have Stiffened
and Flat Rate of \$3.00 Now Prevails.
Why Coke Cartelism Is Not
Always a Matter of Choice.

Special to The Weekly Courier.
PITTSBURGH, August 6.—The buying movement in August coke is now practically completed, with a total sold for the month of at least 750,000 tons. This is approximately the same tonnage as was sold for July, and as with July there has been no deviation from the \$2.50 price. One-half the tonnage, or perhaps slightly larger proportion, was sold by the Producers' Coke Company, the balance being sold by independent owners who maintain their own selling agencies or dispose of their product through agents. There has been some switching around, but to general the consumers are taking the same cokes for August that they took for July.

There is a very interesting report to the effect that two of the eastern consumers purchased coke for September as well as for August, thus rounding out the quarter. This would be the first case of coke being sold for a longer period than a month since contracts were closed for the first half of this year. One of these concerns was reported, at the time of the July purchases, to have intended to buy two furnaces out at the close of that month, and would not need coke for later delivery.

It is not known precisely to what extent prices were guaranteed against decline in the case of the August sales, but there is reason to believe that few, if any, guarantees were given when the case with July coke. The \$2.50 price seems now to be well established, and there are no indications that it will change in either direction, but with the operators succeeding so well in maintaining the \$2.50 price the chances are at least as great for an advance as for a decline.

Prices of foundry coke have stiffened somewhat in the past week or two. While \$3.00 has been the ordinary asking price for standard grades of foundry coke for some time, there have been a few sellers at \$2.85, sellers who note that they are not even though they did not openly quote it, while there have been one or two interested regularly quoting that figure. All prices below \$3.00 seem to be withdrawn now, and the market is quotable at the flat rate of \$3.00, though it is possible that in exceptional instances the price may be slightly able to buy at a lower price, but in such cases the difference represents their convenience, as they secure \$3.00 from consumers.

Demand for prompt coke, both for foundry and for iron, is light, but the supply is equally light and prices are well maintained, though on the other hand there is scarcely any premium paid. The market therefore stands quotable as follows:

Prompt foundry \$2.50
Contract foundry \$2.50
Prompt foundry \$2.50
Contract foundry \$2.50

Some of the coke sellers insist that coke is really scarce, on account of shortage of labor, the men refusing to work full time on account of the weather. It is insisted that if some operators did curtail their production at one time through the exercise of choice, the output is held down by labor conditions. Whether this is really the case seems impossible to determine, but one fact stands out, that coke is scarce, not only to sellers who had contracts expiring June 30th, and have since been prominent in the demand for \$2.50 on fresh sales, but also to sellers who were well sold up on longer time contracts, for shipments, but hardly higher, though there are fewer sellers at minimum figures. In foundry iron it is difficult to do the old price of \$12.75. Valley furnaces, 30 cents higher delivered Pittsburgh.

The pig iron market for July, as computed by W. P. Sawyer & Company from the sale actually reported, are announced at \$13.40 for Bessemer, and \$14.25 for Valley, for basic. These averages represent declines from June of 27 cents in the case of Bessemer and 22 cents in the case of basic. The total decline in the Bessemer average from early in the year to July has been \$1.84, the

THE STEEL TRADE STILL HALTING BUT HOPEFUL

Business on Books Still Big and the
Flow of Orders Has Improved.
July Steel Report.

Special to The Weekly Courier.
NEW YORK, Aug. 6.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow morning as follows:

In some quarters there has been a slight improvement in the actual flow of steel orders in the past 30 days. Some mills report the building of more actual shipping orders during July than during June, but of course in any case these orders are light when compared with the tonnage of orders received in the past few months. There has been a continued fall in the amount of business actually specified on mill books, but the accumulation of orders for steel is shown by the two facts that the mills continue to ship all the material they can make, in the aggregate, while there is practically no price cutting, certainly none serious, except for the declines which occurred in some quarters in wire products and sheets. Otherwise the market is quiet and well maintained.

During April, May and June the Steel Corporation's loss in unfilled tonnage averaged more than half a million tons per month. No definite predictions are found in the trade as to the statement for July, to be made public next Saturday, but there is a ground for strong suspicion that the report, just like the report of earnings in the June quarter, will be found, when given out, to be more favorable than would be expected in view of the large losses in the preceding three months.

The buying movement in steel has not been so much in the past fortnight as it has been in the past few months, leaving the pig iron market firmer in price and much stronger as to orders on books of furnace companies, but without the strongly advanced tendency predicted in some quarters as a result of the buying of the first half of the year. In October 1st are now under cover. Connellsville furnace coke for August has sold at the regular price of \$2.50. In other words, the price for July, about 150,000 tons being taken for the month and covering the operating furnaces which are now in operation. It is reported that in two instances September coke was also covered. Foundry coke has advanced slightly, and is quotable at \$3 flat.

FIRE NEW STACK

Pittsburgh Steel Company Now Operates
Steel Blast Furnaces.

With the successful start of the blast furnace plant of the Pittsburgh Steel Company upon the application of a torch to the byers of the furnace No. 1 by Miss Sarah Margaret Rowe, daughter of President W. A. Rouse, an important industrial event was celebrated. The occasion was the inauguration of the extension of the productive capacity of the corporation which adds the last link in the chain necessary to make the concern entirely independent in regard to its supply of raw material and places the company in a position to use its own supplies from the ore up to its full line of finished products. The furnace was erected as the most modern in existence, and has been built at a cost of approximately \$1,000,000. They are expected to give the company facilities unsurpassed by any steel producing concern in the country.

The furnaces will be supplied with coke from the Hanna mine, located in Cuyahoga, Minnesota, which recently has been acquired by the company. Shipments from this mine will be begun in three months, it is said. It is conservatively estimated that this ore property contains 50,000,000 tons of ore.

BUYS COAL LAND.

Mrs. Young Gives Property in Exchange
for Ohio Holdings.

Mrs. Laura Young has acquired 25 acres of Pittsburgh coal in Monroe county, Ohio, which was owned by A. Newbold of the West Side. She gave three houses at the corner of Murphy avenue and Trenchard street, and a cash consideration. The coal is valued at \$90 an acre and is 5 1/2 feet thick. The transaction was made through the agency of G. W. Wilhelm of the West Side.

Opposes Coal Monopoly.
The Public Service Commission of Missouri proposes to establish zone rates on coal, so that mines nearer the market may not be able to secure the price of coal and shut out competitors.

Labeling Employees.
Owing to the large number of foreigners in its employ and the remarkable resemblance between men of the same nationality, the American Sheet & Tube Company is making a test of the Bertillon system as a means of identification.

Pipe Trade Booms.
The large makers of steel pipe in the Pittsburgh district have been forced to turn down new business, as they are unable to make desired deliveries. The pipe market continues strong, and no falling off is expected this year.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING AUGUST 2, 1913.				WEEK ENDING JULY 26, 1913.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	18,747	13,116	2,031	22,150	18,747	13,116	2,031	22,150
Lower Connellsville	18,747	13,116	2,031	22,150	18,747	13,116	2,031	22,150
Totals	37,494	26,232	4,062	44,300	37,494	26,232	4,062	44,300

FURNACE OVENS.	WEEK ENDING AUGUST 2, 1913.				WEEK ENDING JULY 26, 1913.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	18,069	13,006	2,062	18,475	18,069	13,006	2,062	18,475
Lower Connellsville	2,552	1,672	880	5,887	2,552	1,672	880	5,887
Totals	20,621	14,678	2,942	24,362	20,621	14,678	2,942	24,362

MERCHANT OVENS.	WEEK ENDING AUGUST 2, 1913.				WEEK ENDING JULY 26, 1913.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	4,250	3,136	1,111	38,575	4,250	3,136	1,111	38,575
Lower Connellsville	11,195	8,414	2,751	102,048	11,195	8,414	2,751	102,048
Totals	15,445	11,550	3,862	140,623	15,445	11,550	3,862	140,623

SHIPMENTS.	WEEK ENDING AUGUST 2, 1913.				WEEK ENDING JULY 26, 1913.			
	To	By	By	Tons.	To	By	By	Tons.
To Pittsburgh	3,560	Cars.	3,560	3,560	3,560	Cars.	3,560	3,560
To West of Pittsburgh	1,085	Cars.	1,085	1,085	1,085	Cars.	1,085	1,085
To East of the Region	10,560	Cars.	10,560	10,560	10,560	Cars.	10,560	10,560
Totals	15,205	Cars.	15,205	15,205	15,205	Cars.	15,205	15,205

PANAMA CANAL TO MAKE MARKET FOR PITTSBURG COAL

All-Water Route Offers Big
Advantage for Many
Operators.

FUEL COST TO CONTROL TRADE

Boasting of Ocean Carriers Will
Depend Largely Upon Extension of
Coaling Stations and Expansion of
Mines Will Compete With the World

The influence of the Panama Canal on the Atlantic coal trade is a subject of lively interest to coal operators and coal land owners. It is considered that the opening of the canal in 1914 will greatly enlarge the market for coal in the West Indies, the Caribbean Sea and the Gulf of Mexico, and will reflect a substantial measure of prosperity into the business, and furthermore that it will benefit the coal trade in the United States, especially coal which has the advantage of cheap rates to western ports. Perhaps no coal in the country is more generally used than the coal from the Pittsburgh coal field, which is shipped all the way by water. From the pit mouth on the river up to the point where it can be loaded on a ship, the coal is transported by the Gulf, where it may be transferred to the coasting vessels for points on the Pacific Coast. In view of the fact that the extension of the canal to the United States Government by Professor Emory R. Johnson, recently appointed a member of the United States Public Service Commission, will be interesting. It is the first attempt to approach the Panama canal situation in a practical way. Professor Johnson's report on the canal is a most interesting one, and it is a subject of great interest to coal operators and coal land owners. It is a subject of great interest to coal operators and coal land owners. It is a subject of great interest to coal operators and coal land owners.

BUCKHANNON & NORTHERN GOES TO N. Y. CENTRAL

B. & N. Sells Out Willingly When It
Appears That Long Coal Road
Goes to Western Maryland.

Purchasing an outer through the
Buckhannon & Northern Railroad
Company proposes to build through
from Fairmont to Elkins, following
the course of the Monongahela river to
Belmont, where the new road will
connect with the Western Maryland
line. It is learned upon unquestionable
authority that the line is already in part
graded.

The transfer of the Gulf coast holdings in Marion, Taylor and adjoining counties to the Buckhannon & Northern, recently effected, is significant in its bearing upon the continuation of the line of the Buckhannon & Northern beyond Fairmont. Under a law passed by the West Virginia legislature, which prohibits the sale of coal lands to the State, the Buckhannon & Northern is prohibited from holding any coal lands in the State. The Buckhannon & Northern is prohibited from holding any coal lands in the State. The Buckhannon & Northern is prohibited from holding any coal lands in the State.

FEARS CHINESE MILLS

Senator Oliver Points Out Dangers in
Tariff Measure.

WASHINGTON, August 6.—Both Senators Oliver and Oliver, during their recent visit to the United States Steel Corporation, pointed out the dangers in the tariff measure which they denominated as threatening the position of the United States Steel Corporation. Oliver pointed out the dangers in the tariff measure which they denominated as threatening the position of the United States Steel Corporation. Oliver pointed out the dangers in the tariff measure which they denominated as threatening the position of the United States Steel Corporation.

To Hold Trolley Line.
It is understood that the Consolidated Coal Company is preparing to construct an eight-mile trolley line to connect its mines with the Pennsylvania Electric Company's line at Dunham and Dunham.

Mail Trade Is Brisk.
The prospects of the rail trade are bright. Four leading railroad systems are actively in the market for 1314 requirements aggregating over 200,000 tons.

Production and Output.

A COKE TRADE EBB LANDS SOME STOCK ON THE WHARVES

But It Is Mostly at Furnace
Plants and Signifies
Nothing.

MERCHANT DEMAND VERY GOOD

Some Owners Being Wined to Meet
Requirements of Their Following
Western Shippers. Intermittent
Demands of Eastern Trade.

The Connellsville coke trade shows some shrinkage with the beginning of the second month of the last half of the year, but this is apparently not a permanent feature. The merchant demand for coke is still strong, and the coke trade is still strong.

THE UPPER CONNELLVILLE
AND GREENSBURG DISTRICTS
Greensburg Going Full But the Upper
District Only Gets Out About
One-Half Capacity.
The Upper Connellsville and Greensburg districts are producing coke at a rate of about 15,000 tons per week. The Upper Connellsville district is producing about 10,000 tons per week, and the Greensburg district is producing about 5,000 tons per week. The coke trade is still strong, and the coke trade is still strong.

THE COKE TRADE
Market Shows Remarkable Strength
For Midsummer Period.
The feature of the coke trade is the most unprecedented midsummer strength which has developed. Production throughout the country is running exceptionally well, and the demand is heavy and prices satisfactory. They have hardened considerably of late. There is no prospect of a change in these conditions.

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LIST OF COKE OVENS IN The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, Aug. 2, 1913.

Contracts for coal stipulate whether the coal is to be delivered "f. o. b. free on board" or "delivered" (which means ship), or "stripped." Prices, therefore, depend upon the method of delivery—whether by rail or by water. Said, for instance, has been run from one source, "Dougherty," and "Admiralty Welsh," and run-of-rime Welsh or Durham coal is formed "through and through." The price of coal is also affected by the route via the Panama Canal and alternative routes will depend, first of all, on the price at which the coal is sold. The price of coal is also affected by the route via the Panama Canal and alternative routes will depend, first of all, on the price at which the coal is sold. The price of coal is also affected by the route via the Panama Canal and alternative routes will depend, first of all, on the price at which the coal is sold.

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from \$127 to \$42; in 1908-9, \$44.54 to \$129; in 1909-10, \$2.71 to \$28.54; in 1910-11, \$3.94 to \$29.12; in 1911-12, \$2.80 to \$29.12, and since the 4th of April, 1912, it has been \$4.02. The price of new barge paid by the Panama Railroad Company for coal in 1911-12 was \$2.71 to \$28.54, covered by a contract covering a period of two and a half years. The contract calls for coal at Norfolk at \$2.71 and the freight is \$1.25 per ton, delivery at the end of ship's tackle.

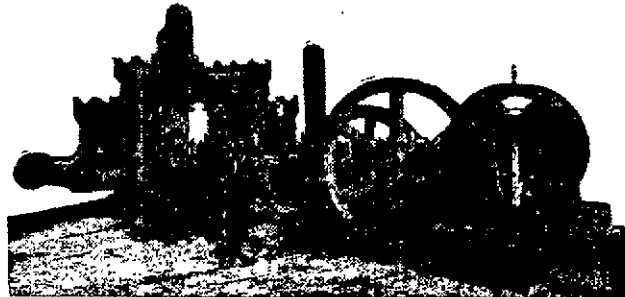
If to this price, there be added 50 cents to cover overhead charges, storage, and depreciation, and 50 cents a ton as the cost of delivering the coal aboard vessels from cars, lighterage

The Weekly Courier \$1.00 a year.

Total Credits.	In Debit.	Name of Worker.	Name of Operator.	P. O. Address.
400	00	Armo	W. J. Rainey	New York, N. Y.
100	00	Acme	Pratt Coke Co.	Uniontown
200	00	Adelaide	H. C. Frick Coke Co.	Pittsburgh
240	00	Alton	H. C. Frick Coke Co.	Pittsburgh
280	00	Bagnall	H. C. Frick Coke Co.	Pittsburgh
320	00	Beatty	Mr. President Coke Co.	Pittsburgh
360	00	Bethlehem	Pratt Coke Co.	Uniontown
400	00	Bethlehem	Pratt Coke Co.	Uniontown
440	00	Bethlehem	Pratt Coke Co.	Uniontown
480	00	Bethlehem	Pratt Coke Co.	Uniontown
520	00	Bethlehem	Pratt Coke Co.	Uniontown
560	00	Bethlehem	Pratt Coke Co.	Uniontown
600	00	Bethlehem	Pratt Coke Co.	Uniontown
640	00	Bethlehem	Pratt Coke Co.	Uniontown
680	00	Bethlehem	Pratt Coke Co.	Uniontown
720	00	Bethlehem	Pratt Coke Co.	Uniontown
760	00	Bethlehem	Pratt Coke Co.	Uniontown
800	00	Bethlehem	Pratt Coke Co.	Uniontown
840	00	Bethlehem	Pratt Coke Co.	Uniontown
880	00	Bethlehem	Pratt Coke Co.	Uniontown
920	00	Bethlehem	Pratt Coke Co.	Uniontown
960	00	Bethlehem	Pratt Coke Co.	Uniontown
1000	00	Bethlehem	Pratt Coke Co.	Uniontown
1040	00	Bethlehem	Pratt Coke Co.	Uniontown
1080	00	Bethlehem	Pratt Coke Co.	Uniontown
1120	00	Bethlehem	Pratt Coke Co.	Uniontown
1160	00	Bethlehem	Pratt Coke Co.	Uniontown
1200	00	Bethlehem	Pratt Coke Co.	Uniontown
1240	00	Bethlehem	Pratt Coke Co.	Uniontown
1280	00	Bethlehem	Pratt Coke Co.	Uniontown
1320	00	Bethlehem	Pratt Coke Co.	Uniontown
1360	00	Bethlehem	Pratt Coke Co.	Uniontown
1400	00	Bethlehem	Pratt Coke Co.	Uniontown
1440	00	Bethlehem	Pratt Coke Co.	Uniontown
1480	00	Bethlehem	Pratt Coke Co.	Uniontown
1520	00	Bethlehem	Pratt Coke Co.	Uniontown
1560	00	Bethlehem	Pratt Coke Co.	Uniontown
1600	00	Bethlehem	Pratt Coke Co.	Uniontown
1640	00	Bethlehem	Pratt Coke Co.	Uniontown
1680	00	Bethlehem	Pratt Coke Co.	Uniontown
1720	00	Bethlehem	Pratt Coke Co.	Uniontown
1760	00	Bethlehem	Pratt Coke Co.	Uniontown
1800	00	Bethlehem	Pratt Coke Co.	Uniontown
1840	00	Bethlehem	Pratt Coke Co.	Uniontown
1880	00	Bethlehem	Pratt Coke Co.	Uniontown
1920	00	Bethlehem	Pratt Coke Co.	Uniontown
1960	00	Bethlehem	Pratt Coke Co.	Uniontown
2000	00	Bethlehem	Pratt Coke Co.	Uniontown
2040	00	Bethlehem	Pratt Coke Co.	Uniontown
2080	00	Bethlehem	Pratt Coke Co.	Uniontown
2120	00	Bethlehem	Pratt Coke Co.	Uniontown
2160	00	Bethlehem	Pratt Coke Co.	Uniontown
2200	00	Bethlehem	Pratt Coke Co.	Uniontown
2240	00	Bethlehem	Pratt Coke Co.	Uniontown
2280	00	Bethlehem	Pratt Coke Co.	Uniontown
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3120	00	Bethlehem	Pratt Coke Co.	Uniontown
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3200	00	Bethlehem	Pratt Coke Co.	Uniontown
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3520	00	Bethlehem	Pratt Coke Co.	Uniontown
3560	00	Bethlehem	Pratt Coke Co.	Uniontown
3600	00	Bethlehem	Pratt Coke Co.	Uniontown
3640	00	Bethlehem	Pratt Coke Co.	Uniontown
3680	00	Bethlehem	Pratt Coke Co.	Uniontown
3720	00	Bethlehem	Pratt Coke Co.	Uniontown
3760	00	Bethlehem	Pratt Coke Co.	Union

A large industrial machine, likely a steam engine or pump, with a tall vertical cylinder and various mechanical components. The machine is dark and appears to be made of metal, with a complex arrangement of pipes, valves, and a large flywheel or crank mechanism on the right side. The background is a light, textured surface, possibly a wall or a backdrop.

Size : 24"x12"x36" Wood Lined Double Plunger Mine Pump, Valve Chambers
wood and lead lined



Size: 10"x12" Duplex, Double Plunger, Electric Driven Wood Lined Mine Pump, operated by 75-H.P. Motor. Valve Chambers wood and lead lined. Pumps built for every kind of service, Steam, Electric or Air Driven, in Plunger or Piston Pattern. Special attention given to Pumps for mine service. Boiler Feeders with self-grinding Bronze Valves outside end packed Plungers. Superior features of the Yough Pump:—Great strength, durability, material and low cost of operation and maintenance.

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Washington Coal & Coke Co.

General Office, DAWSON, FAYETTE COUNTY, PA.
6,000 Tons Daily Capacity. Individual Cars

YOUGHIOGHENY COAL	CONNELLSVILLE COKE
Steam Gas Coking	Furnace and Foundry Low Sulphur Hard Structure

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Hostetter Connellsville Coke Company,
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Connellsville Coke

Furnace and Foundry Orders Solicited.

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PRODUCERS COKE COMPANY

UNIONTOWN, PA.

Standard Connellsville Furnace Coke

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James H. Hoover,
Magee Coke Company,
Century Coke Company,

Thompson-Connellsville Coke Company,
Tower Hill-Connellsville Coke Company,
Banning-Connellsville Coke Company,
South Fayette Coke Co., (Fretts, Emery, Shirey.).

Orient Coke Company,
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200,000 Tons Monthly Production.

60,000 Tons Monthly Low Phos Coke.

Best shipping service at the source of supply. It pays to buy the BEST COKE direct, instead of inferior grades at shaded prices, through irresponsible brokers

First-Class Inspection.

First-Class Coke.

First-Class Service.

OUTPUT OF PIG IRON DURING FIRST HALF SHOWS A BIG GAIN

EVERY FURNACE MAKES REPORT

The pig iron production of the United States for the first half of 1913 was greater than that for either half of 1912, according to the figures just compiled by the American Iron & Steel Institute. These figures include a report from every furnace company in the United States. The bureau has gathered these figures beginning with the last half of 1912. Prior to that time they were compiled by the American Iron & Steel Association.

Combining the output in the six months of 1913 with the output in the last six months of 1912 a total of 32,143,265 tons. As compared with the output in the last six months of 1909 and the first six months of 1910, the two consecutive half years of next largest production when 29,751,883 tons were made, the increase is shown in the first half of the second period of 2,391,382 tons.

The production of Bessemer low-phosphorus pig iron in the half of 1913 amounted to 6,193,245 tons, against 6,931,120 tons in the half of 1912, an increase of 12 per cent, or almost 3 1/2 per cent. The first half of 1912 the production of 5,572,355 tons. The output of Bessemer pig iron alone in the half of 1913 amounted to 5,457,045 tons in the first half of 1913, compared with 5,933,463 in the last half of 1912, an increase of 8 per cent. The output of Bessemer pig iron alone in the first half of that year, 7,133,385 tons, and 5,435,135 in the first half of 1912. The production of low-phosphorus iron alone in the first half of 1913 amounted to 153,913 tons, as compared with 148,197 tons in the last half of 1912, an increase of 3.71 per cent. The production of low-phosphorus iron alone in the first half of 1912 the production of 133,162 tons.

The production of spiege-
terro-manganese in the first
1913 was 111,243 tons, against
101,243 tons in the last half of 1912.
The production of spiege-
terro-manganese alone in the first
1913 amounted to 54,387 tons,
against 57,016 tons in the last
half of 1912. The production of
spiege-terro-manganese in the first
1913 amounted to 56,855 tons,
against 50,143 tons in the last
half of 1912. The production of
spiege-terro-manganese in the first
1913 amounted to 56,855 tons,
against 50,143 tons in the last
half of 1912.

The production of bituminous coal and coke pig iron in the first half of 1913 amounted to 16,075,264 tons, compared with 15,292,482 tons in the last half of 1912, an increase of 782,782 tons, or over 5 per cent. In the first half of 1912 the production of bituminous pig iron amounted to 13,840,251 tons.

The production of charcoal pig iron on the first half of 1913 amounted to 176,182 tons, against 189,659 tons in the last half of 1912, a decrease of 12,477 tons. In the first half of 1913 the production was 166,866 tons. A small quantity of pig iron made with charcoal and electricity is included in the figures for the three periods. No pig iron was made with natural charcoal and coke in the first half of 1913 or in the two halves of 1912.

The whole number of furnaces in blast on June 30, 1913, was 31, against 313 on December 31, 1912, and 266 on June 30, 1912. The number

During the first six months of the number of furnaces actually in blast during a part or the whole of the period was 248, against 337 in the first half and 302 in the first half

[illegible]

The new strike was the one under which the miners paid previous to July. On an average, the number of times the state had to handle the late on strike was voluntarily increased to 100 per cent.

What effect the strike will have on the plant during the remaining summer months is conjectured by the piddlers out, the companies are able to operate the furnace plant, replacing the men at the work is worth, and all will be "ford," declared an official.

West Virgin

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PATENT ATTORNEY
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With Their Owners, Address and Ovens in Blast Corrected to
Saturday, Aug. 2, 1913.

[illegible]

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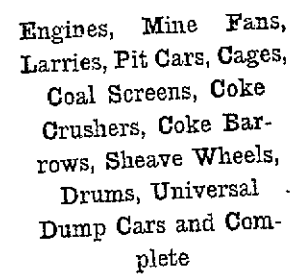
The following is a partial list of Coke Plants for which the
G. Wilkins Co. have been the Engineers:

Ovens.	U. S. Coal & Coke Co.,
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Plants 1, 2 and 8.....1,100.	H. C. Frick Coke Co.,
Austin Coal & Coke Co.,	Yorkrun, Shoenf and Bitner
Plants 2 and 3.....420	Staubach Coal & Coke Co.,

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Engines, Mine Fans,



We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Stair and Standard Valves, Leather Belts, Rings, Steel, Iron and Nails, Railroad Spike, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steam Coke Scraper Heads, Scraper Handles, Cold Oven Valves and

CONNELLSVILLE, PA.

THOMPSON COMPLETES THE CORE

WORKS:	CONNECTIONS:	PITTSBURGH OFFICE:
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OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry C

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Coal and Coke

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MONTHLY CAPACITY 32,000 TONS.

Our Coke at HERBERT WORKS is now guaranteed free from sulphur and phosphorus impurities, thereby eliminating all dust and dirt.


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JUDGE EWING WILL HEAD STATE'S NEW UTILITIES BOARD

Fayette County Jurist Named Chairman of Commission by Tener.

RAILROAD COMMISSIONERS STAY

Former Governor Pennypacker and Milton J. Brecht are Reappointed. Experts are Given Position on Well-Balanced Body Chosen by Governor.

Judge Nathaniel Ewing of Fayette county, chairman of the defunct State Railroad Commission, has been named by Governor Tener as the chairman of the new Public Service Commission. All of the railroad commissioners have been given places on the new board, the others being former Governor Pennypacker, Milton J. Brecht, the personnel of the Public Service Commission is as follows:

NATHANIEL EWING, Chairman, Fayette county, chairman of the defunct State Railroad Commission, and former State Court Judge, 10-year term.
EDWARD TONER, Allegheny county, former mayor and chief engineer of the Pittsburgh Railway, nine-year term.
EDWARD W. PENNYPACKER, former Governor and former judge, member of the State Railroad Commission, eight-year term.
EDWARD JOHNSON, Philadelphia, professor of transportation and commerce, expert, University of Pennsylvania, seven-year term.
MILTON J. BRECHT, Lancaster, member of the State Railroad Commission, six-year term.
CHARLES FREDERICK WRIGHT, Susquehanna, member and former State Treasurer, five-year term.
FRANK M. WALLACE, Erie, banker, five-year term.

The new commissioners will receive salaries of \$10,000 per year, and will hold regular meetings twice a month, and conduct investigations and handle complaints under the manifold provisions of the act. The Attorney General will be the general counsel for the commission, and will designate its clerical personnel, including William N. Trinkle, Philadelphia, now a Deputy Attorney General. The commission will select a secretary, marshal, investigator and other officers.

Governor Tener has requested the commissioners to meet with him at the Capitol on Monday afternoon, it being the plan to have the commission organized soon after.

Professor Johnson is an expert on transportation, especially on carrying charges and subject of a number of books. He was employed by the Government to work out problems attending the establishment of tolls on the Panama Canal and engaged in investigation of the Nicaragua Canal project, inland waterways, and railroads.

The expert in practical operation is Mr. Toner, who is a graduate of Rensselaer Polytechnic Institute, at Troy, N. Y., and in charge of engineering, operation and power departments of the Pittsburgh railway for 20 years.

Mr. Wright, prior to his appointment as state treasurer by Governor Stuart, in 1910, served three terms in Congress and is widely interested in banking, manufacturing, water and other organizations and familiar with utilities from the business side.

Mr. Wallace is president of the Second National Bank of Erie, in charge of large estates in that county, treasurer of the Pittsburgh Coal Company, and identified with numerous business interests.

The Governor had offered a commission to the Secretary of the Commonwealth, Robert McAfee, Allegheny, but he declined it.

Judge Nathaniel Ewing was born in Uniontown, June 17, 1838, being the son of Judge John Kennedy Ewing. He graduated with honor from Princeton College in 1866, and later was married to Miss Sallie E. Mitchell of Winona, Minn. He was admitted to the bar in 1871 and was appointed judge of the Fourteenth Judicial District of Pennsylvania, August, 1877, elected November, 1877, for 10 years. He was counsel for W. J. Riney and the H. C. Frick Coke Company and other corporations; was counsel for the Pennsylvania Railroad Company until elevated to the bench. Judge Ewing was president of the National Bank of Fayette County, director of the Finance Company of Pennsylvania and the Pittsburgh Life & Trust Company. He was United States District Judge, Western Pennsylvania, from 1905 until 1908, when he resigned to become chairman of the State Railroad Commission. He was a trustee of Princeton College from 1904 to 1907. Judge Ewing was also president of the Pennsylvania Bar Association of Pennsylvania.

PENNSY IS FINED.

Judge Orr Imposes \$4,000 Penalty Under House of Service Act.

In an opinion handed down by Judge Charles P. Orr of the United States District Court the Pennsylvania Railroad Company was ordered to pay to the United States \$4,000. A suit was brought, the first of its kind in this district, by the United States to recover penalties for infractions of the hours service act.

Thirty-four separate violations were alleged by the Government to which the railroad pleaded guilty of all but seven. In these seven they were granted a jury trial.

Tons Back to Coal.

Because of the increased price of fuel oil, a number of the Texas state institutions are again using coal under their boilers. One hospital which paid 92 1/2 cents a barrel for oil during the last fiscal year is now paying \$1.16 1/2, and the lowest bid for the coming year is \$1.52.

Winter Meeting in Pittsburgh.

At a meeting of the executive committee of the Coal Mining Institute of America, it was decided to hold the winter session on December 1 and 5 in Pittsburgh.

COKE WORKERS URGE CONGRESS TO DROP STEEL TRUST SUIT

Congressman Cary Submits Petition of 15,000 Employees of the H. C. Frick Coke Company.

WASHINGTON, August 1.—One of the largest petitions ever presented to Congress from a single congressional district has been submitted to the House by Representative W. N. Carr of Uniontown, in behalf of 15,000 employees of the H. C. Frick Coke Company. These men ask Congress to prevent a proposed dissolution of the United States Steel Corporation, of which the coke company is a subsidiary concern. The government is now engaged in prosecuting the corporation in the Federal courts in New York state.

Of the 20,000 employees of the Frick company, said Mr. Carr, yesterday, "approximately 14,000 work in the mines and coke plants in and near Uniontown, Connellsville and other sections of Fayette county. On a recent trip through the Connellsville coke region I was surprised to learn of a number of reforms the company has inaugurated to benefit their employees. Many of these the signers of the petition mention."

"First in importance are the safety and sanitary appliances introduced in the mines. They follow quite closely the suggestions made by the United States Bureau of Mines, which has no private motive in this regard. The mines have been made vastly improved in recent months, hundreds of the old type of miners' houses have been replaced with modern homes, which are equipped in many instances with running water, electric lights and bathrooms. Miles of concrete drains to improve sanitary conditions have been put down, which not only directly benefit the mine workers, but their families as well."

"The one-time unsanitary streets and sidewalks are a thing of the past, and a desolation common to all coke plants a few years ago has been turned into a beauty spot, the company stimulating interest by offering prizes for the best kept lawns and gardens. It has adopted a policy of financial relief for disabled workmen, and at all of the plants parks have been created for tired workmen and playgrounds for their children."

"Numerous churches have been erected, reading rooms established where young men and women spend many hours in self-education."

"The emergency hospitals, now under organization at all the plants, are claiming the interest of dozens of young miners and coke workers. The First Aid to the Injured Corps, made up of workmen trained to take temporary charge of those who may be injured, is proving a wonderful departure, and it is declared that in many instances these first aid men have not only alleviated suffering, but in some instances saved the lives of their fellows."

BUILDING NEW FURNACE.

Carrying McKimley & Co. Erect Third Stack at Cleveland.

The Daily Iron Trade announces that McKimley & Co., who operate the Scottsdale furnace, are preparing to build a third furnace at their plant in Cleveland. The furnace will be large, probably 800 tons capacity. Together with the two stacks now in operation it will supply metal for the new steel plant of the company now under construction at the furnaces. The foundations for this plant are laid and the superstructure is under way.

It is proposed to put the steel plant in operation as soon as the third furnace stack is finished.

IDLE CARS INCREASE.

For First Time This Year They Show Gain Over Last.

The report of the American Railway Association for the fortnight ending July 15, issued under date of July 22, shows surplus equipment amounting to 78,280, as compared with 70,770 cars June 30, an increase in idle equipment of 5,540 cars.

For the first time this year the amount of idle equipment exceeds that of a corresponding date last year, the number July 15, being 5,359.

CUTS ARTERY IN POOL.

Swimmer Injures Himself While Making a High Dive.

MOUNT PLEASANT, August 4.—Thomas Carlton, son of Patrick Carlton of Standard, cut the artery in his right arm while diving in the Standard reservoir and narrowly escaped bleeding to death.

The young man was brought to the Memorial Hospital after a tourniquet had been applied by the first aid crew.

LAKE ERIE CREW MAKING A GREAT ECONOMY TEST

Use Minimum Amount of Coal Hauling Crack Passenger Train.

71 SHOVELS THE GREATEST

Fireman Dickinson Has Made Run on Only 51 Horses Into Maw of the Big Atlantic-type Locomotive; Few Can Beat This in Fuel Boast.

A locomotive crew on the Pittsburgh & Lake Erie railroad is laying claim to the title for being the greatest fuel savers in this section. "They are hauling a fast passenger train with the least consumption of coal possible, it is claimed. Engineer David Hopper, Fireman Dickinson and engine No. 5203 are waiting for someone else to come to the front with a better mark."

Hauling a heavy four-car all-steel train between Pittsburgh and Dickerson Run, Fireman Dickinson is feeding from 51 to 71 shovels of coal into the firebox. The record of 51, which is the best he has done in the past week, is said to be the best mark on record, and certainly none of the other crews of the Lake Erie have been able to beat it.

The remarkable fuel runs have been made during the past week. The train consists of a combination baggage and smoking coach, day coach, Pullman sleeper, and combination observation and dining car. It is the regular equipment of the Baltimore and Chicago Specials, on the Pittsburgh & Lake Erie and the Western Maryland.

The train has three regular stops and two flag stops between Pittsburgh and Dickerson Run. It was required to make up from three to eight minutes on every trip it made while the tests were on.

The locomotive is of the Atlantic type, designed by Superintendent M. P. Twiner, and has been in service since 1906. The fact that every railroad is paying close attention to fuel records, and nearly every engine crew is anxious to make the best showing possible, Hopper and Dickinson have hung up a mark likely to stand, and one they are being complimented by officials of the Pittsburgh & Lake Erie.

Killed by a Lorry.

Rofario Di Crisci, 65 years old, and married, was killed by a lorry at Paul works, Vanderhill, Thursday.

Have You Coal Land for Sale?

If so advertise it in The Weekly Courier.

GREATER PROFITS NOW

Mismanagement Denied in Suit to Dissolve Coal Combine.

Three separate answers of the Monongahela River Consolidated Coal & Coke Company, the Pittsburgh Coal Company and the Union Trust Company of Pittsburgh, trustees, defendants in a bill in equity, filed by Alexander Dempster, were filed at Pittsburgh yesterday.

Dempster, in his bill, contended that the Pittsburgh Coal Company was mismanaging and operating the Monongahela Company to the detriment and loss of the stockholders of the Monongahela, of which Dempster is one.

The answer of the Pittsburgh Coal Company declares that Dempster, a minority stockholder in the Monongahela company, seeks, by a decree of court, to control the corporate property of the company and personally dictate its management. The answer of the Monongahela company also avers that since the new management has taken hold of profits of the Monongahela company have largely increased.

A statement of the affairs of the company shows that in 1905 they lost \$376,156.48 through the loss of coal deals sunk in the Mississippi river by storms. In 1910, the profits are given as \$221,222; in 1911, \$255,330, and in 1912, \$708,529, and it is asserted the profits for the present year will exceed those of last year.

RAILS

40, 56, 60, 70, 75, 80, 85 and 90 lb.

Relaying Rails

8, 12, 16, 20, 25, 30, 35, 40 and 45 lb.

New Steel Rails

These rails are in stock at our Pittsburgh yards, and can be shipped immediately; also second hand rails in stock cut any length needed for building and contract work.

Frogs and Switches

RICHARDSON & CO.

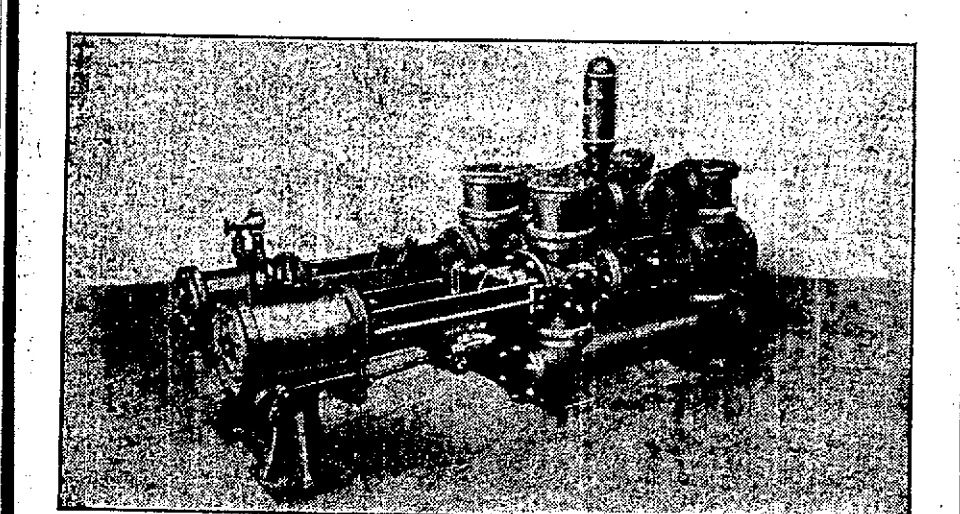
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1103 Bessemer Building, PITTSBURGH, PA.

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The Connellsville Manufacturing & Mine Supply Company, CONNELLSVILLE, PA.

Sole manufacturers of the Lopley patents and designs, covering a full line of Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture

PUMPS. ENGINES. FANS.

Air Compressors. Steel Hoisting Cages.

STEAM, COMPRESSED AIR OR ELECTRIC. SINGLE, DUPLEX OR TRIPLEX PATTERNS. WOOD LINED, BRONZE OR CAST IRON FITTED. FOR MINE, TANK OR MILL SERVICE.

HOISTING, HAULING OR STATIONARY. FIRST MOTION OR GEARED.

HEAVY STEEL PLATE CONSTRUCTION FOR HIGH DUTY SERVICE. BLOWING, EXHAUST OR REVERSING. DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE OR CORLISS ENGINES.

SINGLE OR DUPLEX PATTERNS. SIMPLE OR COMPOUND. PLATFORM AND SELF DUMPING. LARRIES, SCREENS, CHUTES, BULL WHEELS, HEAVY GEARS AND SPECIAL MACHINERY.

We manufacture none but the highest grade machinery, using only the best materials to be found in the market in its construction. We are also prepared to accurately duplicate promptly any part of any of our machines. Your inquiries will receive prompt and satisfactory attention.

Patent Sharks

tell you they can secure a patent for you before they see your idea. It is possible to secure a patent giving limited protection on almost anything, but such patents are not worth the paper they are printed on, except as a bluff.

Last year there were over 65,000 patents applied for and only about 35,000 granted! But the attorneys got the fees! And Commissioner of Patents Moore has recently said that over 60% of all the patents granted are commercially worthless!

"Patents that make Fortunes" (for the attorneys) try another way next time.

MY PATENT SEARCHES

Include the usual search of the Patent Office Records (sent you) and my opinion based on 30 years Mechanical Engineering Experience as to the practical merits of the device and the probable chance of its commercial success if a patent is granted—all for \$10.00.

Phone me at my expense, Court 350 (day), or Hiland 2004-J (evening).

Walter W. Macfarren,

Mechanical Engineer & Solicitor of Patents, Designer of Special Machinery for Any Purpose. Bessemer Building, Pittsburgh, Pa.

REFERENCES—The Courier, Connellsville, Pa.; Germania Savings Bank, Pittsburgh, Pa.

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Bell 395.

Tri-State 955

THE ACME COKE OVEN DOOR.

(PATENTED, DECEMBER 3, 1912.)

EFFICIENCY AND ECONOMY.

Low Cost. Minimum Repairs. Nominal Royalty. Scientific Principles. Suits Any Oven. Saves Labor. Saves Expense.

No Coke Oven Door is correctly designed unless the brick can freely expand and contract under wide variations of temperature. ANY DOOR HAVING THE ABOVE FEATURE INFRINGES ON THIS PATENT.

The inventor offers for sale the right to use his invention on the payment of a small license fee. Operators will build their own doors, selecting their own materials. The door and the right to use it COST LESS THAN OTHER DOORS.

The Acme Door is not a THEORY but a FACT; it is not an EXPERIMENT but an EXPERIENCE. It has been thoroughly tested by Two Year's Practical Use.

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